

New York Stock Market

NEW YORK, November 9.—Deals in stocks diminished in a significant manner to-day to the accompaniment of a sustained higher rate for call loans in the money market. It is evident that the financial powers are agreed, either explicitly or tacitly, that conditions are not propitious for pushing speculative operations in securities for the present.

There was no evidence of the heavily congested operations for the purpose of churning the market into activity, or its semblance, which have been a feature of stock market dealings for many weeks past.

Much more attention was given to-day to money market developments than to the stock market. An easing of the private discount rate in London was regarded as the most hopeful development as indicating the unlikelihood of a further rise in the Bank of England discount rate on Thursday. It was not until late in the day that the dragging tendency of the market turned into positive weakness.

The money rate ran up to 5-1/2 per cent. The rate for time loans for the shorter periods also was re-established at 5 per cent. Active selling of stocks was in progress when the market closed.

Bonds were irregular. Total sales, par value, \$2,513,000. United States bonds were unchanged on call. Total sales of stocks for the day, 557,300 shares.

NEW YORK, November 9.—Money on call stronger and higher, 4-1/2 to 5-1/2 per cent; ruling rate, 4-1/2; closing bid, 5-1/4; offered at 5-1/4. Time loans strong; sixty days and ninety days, 5 per cent; six months, 5-1/4 per cent. Money market—Sterling exchange easier with actual business in bankers' bills at \$4.82 to \$4.83 for sixty-day bills, and at \$4.87 for demand. Commercial bills, \$4.82 to \$4.83. Bar silver, 50 3/4. Mexican dollars, 42.

RICHMOND STOCK MARKET.

Richmond, Va., November 9, 1909. SALES AT BOARD.

Virginia 30, bid—1.000 at 94 1/2; 5,000 at 94 1/2; 10,000 at 94 1/2.

SALES SINCE BOARD.

Virginia-Carolina Chemical Ind. Mortgage—15,000 at 97 1/2.

STATE SECURITIES.

North Carolina 4's, C. 1910..... 98

Virginia 30, bid—1.000 at 94 1/2; 5,000 at 94 1/2; 10,000 at 94 1/2.

SALES SINCE BOARD.

Virginia-Carolina Chemical Ind. Mortgage—15,000 at 97 1/2.

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Official Range and Sale of Stocks in New York.

SALES:				By THOMAS BRANCH & CO., Bankers and Brokers.				BID. ASKED. SALES:			
Open.	High.	Low.	Closing.	Open.	High.	Low.	Closing.	Open.	High.	Low.	Closing.
100 Allis-Chalmers.....	15 1/2	15 1/4	15 1/4	4150 Int. Metropolitan, pfd.....	60 1/2	60 1/4	60 1/4	2000	100	100	100
500 Allis-Chalmers, pfd.....	54	53 1/2	53 1/2	1000 Int. Mer. Marine, com.....	7 1/2	7 1/4	7 1/4	1000	100	100	100
4500 Amalgamated Copper.....	80 1/2	80 1/4	80 1/4	1000 Int. Mer. Marine, pfd.....	12 1/2	12 1/4	12 1/4	25	25	25	25 1/4
2000 American Can.....	13 1/2	13 1/4	13 1/4	600 International Paper.....	14 1/2	14 1/4	14 1/4	1000	100	100	100
4000 American Can, pfd.....	83 1/4	83 1/4	83 1/4	1000 Int. Paper, pfd.....	60 1/2	60 1/4	60 1/4	1000	100	100	100
2400 Am. Car and Pouch.....	74 1/4	74 1/4	74 1/4	1000 Kan. City 80, com.....	43 1/2	43 1/4	43 1/4	1000	100	100	100
Am. Car and Pouch, pfd.....	12 1/2	12 1/4	12 1/4	1000 Kan. City 80, pfd.....	20 1/2	20 1/4	20 1/4	1000	100	100	100
600 Am. Agr. Chem.....	48 1/4	48 1/4	48 1/4	200 Louisville and Nashville.....	15 1/4	15 1/4	15 1/4	1000	100	100	100
6000 American Cotton Oil.....	78 1/2	78 1/2	78 1/2	200 Manhattan.....	14 1/2	14 1/2	14 1/2	1000	100	100	100
200 American Locomotive.....	115 1/2	115 1/2	115 1/2	1000 Met. Street Railway.....	40 1/2	40 1/2	40 1/2	1000	100	100	100
800 American Smelting.....	90 1/2	90 1/2	90 1/2	1000 Mex. Kan. and Tex.....	10 1/2	10 1/4	10 1/4	1000	100	100	100
2500 Am. Beet Sugar, com.....	47 1/4	47 1/4	47 1/4	1000 N. Y. Ont. and West.....	40 1/2	40 1/2	40 1/2	1000	100	100	100
7500 Amer. Tel. and Tel. Co., 1404.....	141 1/4	141 1/4	141 1/4	400 Norfolk and Western.....	40 1/2	40 1/2	40 1/2	1000	100	100	100
1200 American Tobacco, com.....	40 1/4	40 1/4	40 1/4	2000 Northern Pacific.....	143 1/2	143 1/2	143 1/2	1000	100	100	100
4000 American Tobacco, pfd.....	100 1/4	100 1/4	100 1/4	2000 Pennsylvania.....	140 1/2	140 1/2	140 1/2	1000	100	100	100
4000 Anaconda Copper.....	48 1/4	48 1/4	48 1/4	1000 Rock Island.....	20 1/2	20 1/2	20 1/2	1000	100	100	100
8000 Atchafalaya.....	110 1/2	110 1/2	110 1/2	1000 Rock Island, pfd.....	20 1/2	20 1/2	20 1/2	1000	100	100	100
200 Atlantic Coast Line.....	137 1/2	137 1/2	137 1/2	1000 Seaboard Air Line.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
1000 Atlantic Coast Line, pfd.....	115 1/2	115 1/2	115 1/2	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
4000 Brooklyn Rapid Transit.....	75 1/4	75 1/4	75 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
100 Canadian Pacific.....	153 1/4	153 1/4	153 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
400 Chesapeake and Ohio.....	88 1/4	88 1/4	88 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
2000 Chesapeake and Ohio, pfd.....	88 1/4	88 1/4	88 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
7000 Chi. Mil. and St. Paul.....	157 1/4	157 1/4	157 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
1000 Chi. and Northwestern.....	115 1/2	115 1/2	115 1/2	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
10000 Col. Fuel and Iron.....	47 1/4	47 1/4	47 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Col. and Southern, 1st pfd.....	80	80	80	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
2000 Consolidated Gas.....	145 1/4	145 1/4	145 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
100 Delaware and Hudson.....	184 1/4	184 1/4	184 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
1000 Del. and D. C. pfd.....	83 1/4	83 1/4	83 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Distillers Sec. Cor.....	30 1/4	30 1/4	30 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 1st pfd.....	32 1/4	32 1/4	32 1/4	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
400 Erie, 2d pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 3d pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 4th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 5th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 6th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 7th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 8th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 9th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 10th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 11th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 12th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 13th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 14th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 15th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 16th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 17th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 18th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 19th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 20th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 21st pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 22nd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 23rd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 24th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 25th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 26th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 27th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 28th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 29th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 30th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 31st pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 32nd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 33rd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 34th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 35th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 36th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 37th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 38th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 39th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 40th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 41st pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 42nd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 43rd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 44th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 45th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 46th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 47th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 48th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 49th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 50th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 51st pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 52nd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 53rd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 54th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 55th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 56th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 57th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 58th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 59th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 60th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 61st pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 62nd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 63rd pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 64th pfd.....	29	29	29	1000 Seaboard Air Line, pfd.....	60 1/2	60 1/2	60 1/2	1000	100	100	100
200 Erie, 65th pfd											